PLANS OF THE CITY COMPANY

It Will Make a Formal Demand on the Citizens' to Vacate Those Routes.

This Will Be Followed by a Mandatory Injunction Suit and Another to Test the Old Charter's Length of Life.

Old Company Pursuing Its Track-Laying Work with Continued Energy.

Mayor Signs the Route Ordinance-Request to Cut Into the Paved Streets-Bailey Got That Information.

WILL BRING AN INJUNCTION SUIT. City Company Will Make a Formal Demand

on the Old Company To-Day. No action was taken yesterday by the City Railway Company in regard to the atreets which the Citizens' company has pre-empted for it. The officials of the former company seemed to be in an apathetic mood, and when the aggressiveness of the other company was thrown up to them they said that they did not propose to do their work in the middle of the night. All of yesterday attorneys Elliott and Harris were in consultation over the legal phase of the situation presented by the city granting the company the right to lay its tracks on the same streets on which the Citizens' company is already building, and by the Citizens' company hastily taking possession of such streets as were granted the City company by the city before the ordipance had become valid.

CITY COMPANY'S INTENTIONS. A gentleman connected with the City Railway Company was seen last night and asked what that company proposed to do, now that the Citizens' company had preempted the routes granted the City company by the Council. He was asked if his tompany would begin suit to oust the Cititens' from the routes.

"We will," he replied, "bring suit just as soon as it is possible to prepare the pleadings. It is necessary before bringing the suit, however, to make a demand upon the Citizens' company for what we would sue for, and upon their refusal to comply, bring the suit. This demand will be made tomorrow. Attorneys Harris and Elliott were busy a considerable portion of their time to-day formulating a written demand to be made upon the company, and after it is served upon them the suit will be filed.

"What will be the nature of the suit!" "I cannot say as to that now. It will probably be a mandatory injunction suit to enjoin the Citizens' company from procompel them to undo what they have already done. That was one of the questions being considered by the attorneys to-day in formulating their demand."

"Then the City company will endeavor in good faith to secure possession of the ronte granted them by the Conneil?"
"It will. It must do it. It is bound to fight this question to a final ajudication. There is no escape for it from it if it wished to escape. It will use all diligence to secure possession of the route and construct a line upon it with all the speed

The reporter suggested that inasmuch as the Citizens' company had started work upon the line with a great hurrah and the City company seemed to be doing nothing, the public might be inclined to believe that nothing would be done. "The City company," said the gentle-man. "will act advisedly in all that

it does. We think that our legal

advisers are the best in the city. Judge Elliott is especially well posted on the matters concerning streets and franchises. He has had the questions presented to him on the bench, and has written a book on the subject and has undoubtedly studied it thoroughly. The Citupon the Dudley accision to support its theory, that, having entered upon the route prior to the City company, it can hold it pany, said yesterday that he was very against us. The Dudley decision will not much surprised not to see his communicaemport the Citizens' people in this theory. That decision was that the entry must be in good faith. They surely cannot contend that theirs was in good faith. After twenty-nine years they enter upon the route, at | torney Allen to go to the office of the board midnight, with a force of men and ascertain, if possible, what action the hid in alleys and by-ways, to head-off any attempt of the City company to start work upon the street. This has been their course all through the various phases of the question since the from Mr. Defrees's talk that there would City company appeared upon the scene. They have sought to learn our plans and then take steps to head us off. We recognize that our business is of a quasi-public pature and the public are interested and have a right to know what to expect from us. We can only refer to our contract with the city, by which we are compelled to proceed in good faith. There tion the solving of which might place the is no way out of it for us if we wished out. We must go ahead and fight | The communication asked permission to this question to an end. The Citizens' | cut these pavements: sompany recognizes that we are compelled to and mean to fight, else why do they employ hundreds of men, night and day, waiting for an inkling of our purpose, so that they can checkmate us? We cannot give the details of our plans as they are formulated for this reason. We are compelled to proceed with caution."

'Has the City company any material on hand at the present time with which to begin work on the line granted it by the Council!" the reporter asked. "No. It has no material on hand now; but we are negotiating for it, and will have it on hand in time for use within the time

allowed by the ordinance. In a general conversation upon the tople the gentleman said that the company in-tended to comply fully with its contract and was acting in good faith, and if its promoters seemed to be proceeding a little slowly it was simply because they recognized that they had undertaken a thing which meant litigation and desired to be prepared to meet their opponent well equipped for this litigation. There would be at least two suits, he said, the one for the possession of the north-and-south route granted by the Council, which they were compelled to have in operation within six months, and another suit to test the validity of the Citizens' company's claim that its franchise does not end till 1901.

OFFICERS DECLINE TO TALK. Judge Elliott was asked what his company intended doing, to which he replied with the same enigmatical smile that has always been his when approached on the subject, saying: "Mr. Harris and myself are considering the legal points in the case, and further than that I know nothing.

Cheapness Means Poorness.

It makes no difference under what conditions adulterated articles are sold or what excuse competition may furnish for their existence, the grocer owes it to his calling and to the consumers who trust him, to encourage the sale



because of their high standard and purity. Never substitute a low grade for a good quality. Cheapness means poorness and a loss of

think that by to-morrow we will have something which will be of interest, but I do not know so." It was called to the attention of the Judge that the people in general were getting rather anxious to see the City company do something, and from the fact of its continued silence were beginning to believe that it did not intend to move at all. To that he replied by saying that the grant of the company was only a week old, and that it had had its routes less than twenty-four hours, and that it could not be expected to have done much within that time. He said that when the proper time came to act the company would surely do so, and until then the public must have faith.

Secretary Bala was equally uncommunicative. He said: "You may say that our company is going ahead with its work as fast as is possible, and I do not think it is reasonable for the public to expect us to have a road built in a day or in a night. We are here to stay, and we mean bustness, and when the proper time comes we will make our policy known."

"When you say you are going ahead with your work as fast as possible, am I to inter by that that you are getting your material for the building of the lines, and are engaging men for the work?" was asked of him by the reporter.

"No, I cannot say that. I cannot talk to you about our plans further than I have already, and I do not want you to say any more than I have said, either."

PUSHING THE TRACK-LAYING.

with Men at Work.

Citizens' Company Has the Streets Alive

The work on the lines of the Citizens' company progressed yesterday with all of the dispatch that characterized the work of the night before. Streets on which the track-laying was being done seemed to be fairly alive with men, working elbow to elbow, and teams without number were all day engaged in hauling rails, gravel and other material used in the construction of the lines. The largest force of men was employed on the Shelby-street extension, there being about two hundred of them. The next largest was on Delaware street, the next on Beilefontaine, and there were men at work on Indiana avenue, Union street, Maryland street and Michigan street. As fast as men come to the offices of the company for employment of this kind they are given it, and it is expected to largely increase the working force within the next few days. President Mason was seen at his office yeshis name to the company's bonds. He said that the Citizens' company was doing quite well, and that there was nothing particularly new in the situation. He said that what the other company might do was not bothering them very much, and that for all he knew the work would go along just as it had been for the past few days. He was of the opinion that the city had no right to grant the right of way on streets to any other company than his own, and was resting securely on that opinion. Expert engineer Jans, of Johnstown, Pa., arrived in the city yesterday, and will assume charge of putting in the switches and grading the tracks of the entire system of the company.

TO CUT THE PAVEMENTS.

Citizens' Company Files a Request for Permission with the Board of Public Works. The Board of Public Works is acting in a bappy accord with the Conneil in the matter of smothering communications and measures which come before it. The clerk of that board seems to go on the same theory as does the city clerk, which is that anything from or that appertains to the Citizens' company is only to be handled with a pair of touge, and gingerly then. Early Monday afternoon attorney Allen, of the Citizens' company, appeared in the office of the board with a communication which he said he desired to file. Clerk Parker was the only one present, and he looked at it dubiously for a moment before he would accept it. It was not until he was assured that it was only asking for permission to cut into certain asphalt streets, to place the poles of the company over the viaduct and to lower the floor of the tunnel at Illinois street so that the electric cars could pass through that he took the document. He then very carefully and particularly locked it away and refused a look at it to any one except the members of the board. It was referred by them to the city attorney, and he in turn said that he did not think that he was authorized to tell any one about it.

President Mason, of the Citizens' comtion published in the papers, and said that he did not see what reason the board had for keeping such a matter as that secret. Yesterday afternoon he instructed atboard would take on the matter. He did so, and was told by Mr. Defrees that the board would consider it at its meeting this morning. Mr. Allen said that he inferred be no objection on the part of the board to their doing all that they had asked. He said further that the Citizens' company did not question the right of the city to superintend the work or to give permission for it to be done, but he said in case the city in a very uncomfortable position.

The brick pavement on South Meridian street. from McCarty south to corporation line, so as to construct a double track electric railway on said street, instead of the present single track and

The asphalt pavements at the intersection of Washington and Delaware streets, so as to cross Washington street with the proposed Delaware-street tracks, and put in curves therefrom to the Washington-street tracks.

The asphalt pavement at the intersection of Ohio and Delaware streets, so as to cross the same with the proposed Delaware-street tracks. The asphalt pavement at the intersection of Massachusetts avenue, Delaware and New York streets, for the purpose of making a turn of the proposed Delaware-street tracks from Delaware street to New York street, and connecting said tracks with curves to the Massachusetts-avenue tracks.

The asphalt pavement at the intersection of East street and Massachusetts avenue, so as to cross said avenue with the proposed East-street tracks, and connect same by curves with the Massachusetts-avenue tracks. The asphalt pavement at the intersection of Alabama and Washington streets, to connect the

Washington-street tracks by curves with the proposed Alabama-street tracks. The intersection of Pennsylvania street, Virginta avenue and Washington street, so as to connect the South Pennsylvania-street tracks with the Washington-street tracks running east from Pennsylvania street. The asphalt pavement at the intersection of Illinois and Georgia streets, so as to cross Illinois street with the proposed Georgia-street

tracks, and connect the same by curves with said Illinois-street tracks. The asphalt pavement at the intersection of Georgia and Tennessee streets and southward on Connessee street to Louisiana street, so as to nnect proposed Georgia and Tennessee-street tracks with the Louisiana-street tracks, and also to cross Tennessee street. The asphalt pavement at the intersection of Illinois and Maryland streets, so as to connect

the proposed Maryland-street tracks by curves with Ilinois-street tracks, and also to cross said The asphalt pavement at the intersection of Tennessee street, Kentucky avenue and Maryland street, so as to connect the Maryland-street tracks with the Kentucky-avenue tracks. The intersection of New Jersey street and Massachusetts avenue, so as to connect the Massachusetts avenue tracks with the proposed

New Jersey-street tracks. The intersection of Washington and East streets, so as to connect the Washington and East-street tracks with curves of different radius from those heretofore used.

This saving clause is in the letter: Without waiving any of its rights in the premises, but desiring to avoid any occasion for interrupting the completion of said work, and to do the same without injury to such structure and streets, and at such time and in such manner as to cause the least possible interference with the use thereof, while the work is in progress, the company requests your honorable board to issue a permit for said work, prescribing such regulaholding itself ready to promptly comply with all such reasonable regulations.

WHERE WAS SCHRADER?

And How Did Leon Bailey Get that Advance Information?

It has now come to light that it was Leon O. Bailey who first conveyed the information to the Citizens' company which enseled it to have its men at work on the routes proposed for the City company four hours before the ordinance granting them

Bailey got his information, however, is not known. That myterious disappearance of Mr. Schrader with the ordinance in his pocket is still a fertile topic of conversation. Mr. Schrader declines to say where he went or what he did. Mr. Bailey made an effort to get at the list when it was in the bands of the city clerk, but he was sawed off short as were all others who tried it, but he managed to get them, and the Citizens' company profited by his ingenuity no little.

SIGNED THE ORDINANCE. Mayor Sullivan Ignores Councilman Linn's

Point. The first official act of Mayor Sullivan yesterday morning was to sign the ordinance which gives the right to the City Railway Company to lay its tracks on certain streets in the city. He did it despite the fact that a member of the Council which had passed the ordinance early in the same day, had served notice on the body that he would ask for a reconsideration of the measure at the next meeting. The position taken by the Mayor is that that motion was not made according to the rules of the Council, andthat it is the same as though it had never been offered, Granting the fact that it did not have to be in writing, it being the opinion of many that it should be, it is claimed by the city officials that for the reason that Mr. Linn had said that he "hereby served notice," instead of saying that he "moved," would invalidate it. The rule of the Council on it is as follows:

When any question has been decided in the affirmative or the negative any member voting with the majority may move a reconsideration thereof at the same or the next regular meeting, provided that no such motion shall be introduced at the next or any subsequent meeting unless the member intending to make the same have given written notice of such intention at the meeting at which the vote which he desires to have reconsidered was taken.

It is not likely that Mr. Linn will try to enforce his position, now that the Mayor has seen fit to ignore it, for the reason that, should he try to do so, the majority of the Council, which is arrayed on the side opposite to him, will vote him down.

THE CITY'S ATTITUDE, Action of the Authorities Denounced as an

To the Editor of the Indianapolis Journal:

Attempt to Evade a Contract,

The citizen is made a participant in the public acts and policies by the action of the public bodies which represent him. If any were needed, this may be the apology for frank discussion of the condition in which the city is placed respecting the street-car companies. A plain statement of this is, perhaps, the best criticism. A year or two ago the courts held, and

the public readily acquiesced in the opinion, that the Citizens' Street-car Company had a right to occupy any or all the streets of the city with its lines. The public, without dissent, recognizes the fact that such right still exists and will for many months, at least-possibly for several years. That it exists now is enough to the point of this statement. While that was known to be true, the city agrees upon a new street-car charter, and offers it to the best bidder. That it had a right to do, assuming that the present occupying company, with its universally recognized rights, would be willing to waive the remainder of the term under its old charter, put an end to the uncertainty, and open the way for a long tenure, justifying large expenditure in improvements. That purpose, probably, could only be settled by a practical test of the plan adopted, in a public offer of a new charter, with its better limitations on the one hand, and inducements of a long period of settlement and peace on the other. But the moment it was found that the Citizens' company were satisfied with the existing contract, and preferred to abide by it while it existed, the time came to stop so far as the city was con-cerned. The mistake made was that it did not. It disposed of a new charter, to go into effect at once, in the face of the present rights of occupancy. The burden of selecting the streets for the new company already contracted away to another, the city assumed. To make possible an opportunity of carrying out its agreement with the new company, its public bodies are driven into secret sessions, and their acts in behalf of the public kept from the knowledge of the public. To consummate the last act of bad faith toward the party or company with which it has a contract as sacred as any contract, its public bodies seek the hours of night in which to evade it. If the company, standing upon its contract, with repeated notice that it is to be beaten by fraud under cover of night, is slert and shows its power to maintain its rights by occupancy, even taking the cover of the same night in which it is threatened, who shall protest?

There is not a citizen of Indianapolis who would not insist on his rights under such a contract. If he believed that it was his interest to do so. That the terms of the new charter are of large and valuable advantage to the city and every citizen will not be disputed. But this fact and the desire to begin receiving millions of income under a new contract is as nothing in justification of the attempt to evade an existing one. It is far worse than nothing. Up to the point of inviting an end to controversies, in consideration of a fair income to the city for the use of its streets on the one hand, and a long tenure to them on the other, the city acted wisely and had a right to do so. But when the other party to the contract declines to waive its rights and become a competitive bidder under a new contract, the city had reached the limit of its rightful anthority. Neither the discovery that at some time in the past the city had made an unprofitable contract, nor night nor might will now make right. The very fact that the attempt to evade a contract requires secrecy and night are confession of the wrong. No right thing requires such pro-ceeding or such hours. The law makes it possible to accomplish all rightful things in business hours. But it is not unneual or wrong to detect and defeat fraud and maintain property rights under nightfall.

JOHN B. CONNER. INDIANAPOLIS, May 2.

A Dark-Lantern Policy. To the Editor of the Indianapotis Journal:

Why does the Board of Public Works hide the proposed roate of the new street ratiroad for the new company from the public? Why does the City Conneil have to meet at midnight to pass on the same? Are they violating any agreement made with the Citizens' company when the city gave gratuitously the streets of our city to that monopoly! Have not the present company a right to use any or all of the streets for their purpose until the expiration of their charter? They have or have not a right. If they have no right why not dispossess them at once and turn all of the streets over to the new company? Is not the conduct of our city government in the street-railroad franchise business a disgrace to the city and enough to cause any fair-minded, honest citizen to blueh with shame?

In 1864 the city gave away a franchise which it considered of no value and was only too glad to give to some corporation that would build and operate a street railroad. After twenty or twenty-five years it suddenly discovered it had made a bad bargain. Then the pusillanimous policy began of trying to add new conditions to a bargain made and in force. This tradeback childish policy is contemptible. Think of it: the city of Indianapolis pleading the baby act to one of itsown creatures and trying to hide while it gives away something it has given to another! The city has given away a valuable franchise and now seeks to recover a portion of advantage left by dishonesty. We need not steal or act like a thief in taking what belongs to us. Then why adopt the sneaking policy of a thief? Will not the city be liable for damages for depriving the Cititwo street railroad companies operating in this city. We could have no transfer system with such conflicting interests. If the city is too poor to own, or too incompetent to operate a street railroad, it should control one company, to which it, of necessity, must give a monopoly of its streets. I do not believe that the people will sustain a policy which is only bringing disgrace to the city. We have made a bad bargain, but we cannot afford to be dishonest. The burning question which presses for solution and upon which depends popular government is, will the people exercise the functions of government or delegate those func-

INDIANAPOLIS, May 2. J. F. BAKER.

tions to corporate monopolies?

TROTTERS CHANGE HANDS

The Bay Stallion Major (2:142) Sold at Terre Haute for \$10,000.

W. P. Ijams's Black Filly Nemoline Purchased for \$5,000-A Colt Presented to a New Yorker-Results of the Ball Games.

TERRE HAUTE HORSE NOTES. Josephus Collett's Gift to Frederick Olcott-

Major, 2:14 1-2, Sold for \$10,000. Special to the Indianapolis Journal. TERRE HAUTE, Ind., May 2 .- Two years ago the late Josephus Collett desired to make a present to his friend, Frederick Olcott, president of the Central Trust Company, of New York, and chose the novel method of leasing a fine brood mare and paying all the fees for breeding her to Axtell. The lease cost \$2,000 and the stallion fee was \$1,000, so that the colt just foaled for Mr. Olcott, at Warren Park, the home of Axtell, is worth more than \$3,000. It is a handsome bay, and in time will be sent to Mr. Olcott's farm, "Round Top," at Bernardsville, N. J. The dam, Hums, is owned by Mr. J. R. Kendall, of this city. She is by Connaught, 2:24.

W. A. Baggs, of Springfield, Mass., to-day purchased, for \$10,000, the bay stallion Major, 2:14%, by Don McGregor, dam by Flatfoot. Major, who is a five-year-old, was owned by Thomas Wilson, of Pleasant Plains, Ill., and is in the Doble stable. Mr. Baggs has also purchased of Warren Park (W. P. ljams), the three-year-old black filly. Nemoline, two-year-old record of 2:20%, for \$5,000. Nemoline, who has been in George Starr's stable, was sired by Jersey Wilkes, dam Nemesis, 2:28, by Nut-wood, 2:18; second dam, Fourlines, by Blackwood.

Cumberland Park Winners, NASHVILLE, Tenn., May 2.-Results at Cumberland Park: First Race-Seven-eighths of a mile.

Helen N. won; Lord Willowbrook second, Roelyn third. Time, 1:834. Second Race-Half mile. Miss Mamie won; Ethel W. second, Calumet third. Time, :52. Third Race-Kirkman handicap; seveneighths of a mile. Chimes won; Servitor

second, Marguerite third. Time, 1:33, Fourth Race-One mile and a sixteenth. Tenny, jr., won; Parapet second, Red Cap third. Time, 1:57. Fifth Race-Three-quarters of a mile. El Paso won; Fringe second, Renben Payne third. Time, 1:201/2.

Results at Lexington, LEXINGTON, Ky., May 2.—First Race—Six

Sixth Race-Three-quarters of a mile.

Empress Frederick won; Le Grande second,

Little Crete third. Time, 1:20.

furlongs. Sir Charles first, Boro second, Tenteen third. Time, 1:234. Second Race-Five and one-bait fur-

longs. Spellbound first, Kentucky Lady second, Judge Caldwell third. Time, 1:154. Third Race-Ashland Oaks; for threeyear-old fillies; one mile; Monrovia first, Elizabeth L. second. Sallie third. Time, Fourth Race-Four furlongs, Mary B.

M. first, Cedar Brook second, Llewellyn third. Time, :541/2. Fifth Race-Four and one-half furlongs. Labelle first, Miss L. second, Cyrus third.

St. Louis Jockey Club Races. Sr. Louis, May 2 .- First Race-Six farlongs. Edgar Johnson won; Mollie Bawn second, Bella third. Time, 1:19.

Second Race - Four and one-half furlongs. Pop Gray won; Nat Goodwin second, Keen third. Time, :57%. Third Race-Seven furlongs. Orick won; New Castle Second, L. H. third. Time. Fourth Race-Six furlongs, Penny Royal won; Tim Murphy second, Blaze Duke third. Time, 1:174. Fifth Race-Six and one-half furlongs.

Zoelein won; Burt Jordan second, Midway third. Time, 1:25. W. P. Ijams Elected President.

Special to the Indianapolis Journal. CHICAGO, May 2.-No less than 305 associations were represented at the biennial congress of the American Trotting Association held at the Auditorium to-day. The meeting was called to order at noon, with President D. C. Beaman in the chair and J. H. Steiner officiating as secretary. The report of the joint committee of the American and National Trotting Associations on the revision of the rules for time performances adopted by the American Trotting Register Association and the reduction of the flag distances from 100 and 150 yards to 75 and 100 yards, respectively, was adopted unanimously. These officers were elected: W. P. Ijams, Terre Haute, Ind., president; G. B. McFall, Oskaloosa, Ia., vice president; C. P. Steiner, Chicago, secretary; Edward Hayes, Chicago. treasurer; C. L. Benjamin, Saginaw, Mich.; N. J. Coleman, St. Louis; E. C. Lewis, Ottawa, Ill.; George H. Ely, Elyria. O., and Morris J. Jones, Kenosha, Wis., directors. After transacting other routine business the congress adjourned sine die.

LEAGUE BALL GAMES.

Large Attendance at All Places - Cleveland Defeats Cincinnati in a Close Contest. Fine weather enabled all the League ball clubs to play yesterday. The attendance was good. At Cincinnati it was 2,100; Pittsburg, 1,800; St. Louis, 2,100; Washington, 2,500; Philadelphia, 3,175; New York, nearly 3.000. Scores:

Pittsburg.....0 1 0 0 1 0 1 0 0-3 7 : Chicago......0 0 3 0 2 0 0 0 1-6 7 Batteries-Ehret and Miller; Hutchinson and At Cincinnati-

Cincinnati.... 0 0 0 0 2 0 0 0 0-2 8 Cleveland 1 0 0 1 0 0 1 0 -3 8 Batteries-Mullane and Vaughan; Young and

At St. Louis-St. Louis 0 0 0 0 5 1 0 0 0-613 4 Louisville 0 0 0 0 0 0 3 1 0-4 6 1 Batteries-Clarkson, Gleason and Peitz; Clausen and Harrington. At Washington-

Washington...0 1 0 0 0 0 0 0 0 0-1 7 4 Brocklyn....0 3 0 0 0 0 2 4 -914 1 Batteries-Esper and Farrell; Stein and Daily. At Philadelphia -Boston 4 1 2 0 0 0 0 0 0 0 7 12 3 Phil'd'lphia.1 0 3 1 7 1 0 0 *-13 17 2 Batteries-Staley, Garry, Nichols, Merritt and

At New York-New York....1 0 2 2 0 0 0 0 0-510 3 Baltimore ... 0 0 0 0 0 0 1 0 0-1 9 4 Batteries-Rusie and Doyle; McMahon and

Ganzel; Weyhing and Clements.

CURRENT MAGAZINES.

Scribner for May is an exhibition number, so-

called, not because any of its contents relate to the world's fair, but because it is intended to be a representative periodical of the time. The effort, as explained by the editors, is to bring together in this issue those writers and artists whose work has contributed most to the success of the magazine. Whether or not all were secured who were desired, the list shows an imposing array of names. Literary contributors are W. D. Howells, Robert Louis Stevenson, T. B. Aldrich, Bret Barte, Walter Besant, Thomas Hardy, Henry James, Robert Blum, H. C. Bunner, Frances Hodgson Burnett, Sarah Orne Jewett, Francisque Sarcey and George W. Cable. The artists who contribute the pictorial features are. in their way, equally distinguished. The text is profusely illustrated, and, in addition, each of the illustraters has a full-page contribution in-dependent of the writers' work, prepared especially for this number. These plates admirably represent the characteristics and methods of the several artists, and the delicacy and finish of the work show the perfection to which the art of wood engraving has arrived. Robert Blum, who, of course, illustrates his own article on Japan, also contributes the frontispiece, a pastel drawing of a Japanese girl reproduced in colors. Another color print is from a drawing by Marchetti. It cannot be said that in every case the literary work is equal to the writer's best, but it is doubtful if Mr. Howells ever did any thing better than his account of the country printing office of thirty years ago-an institution not widely differing from the same thing to-day. It will be read with interest by that multitude of men who at some time in their lives bave been I was nassed by the Council. Where Mr. | Draperies-Eastman, Schleicher & Lee. | familiar with such places. The spirit of the stantaneous pain-killing plaster.

article has been caught by Frost, the illustrator, and his effective drawings add to the interest of the text. A feature of the number is a hitherto unpublished autograph narrative by Washington of the Braddock campaign. It could hardly have been supposed that any product of his pen remained unprinted to this day, but this, it appears, has been carefully treasured by the descendants of Col. David Humphreys, who was Washington's friend and planned to be his blo-grapher. The story was prefaced by Washington at Humphrey's request.

The Review of Reviews for May, of course, devotes considerable space to world's fair matters. Woman's part in the exposition is set forth in original papers by Mrs. Virginia C. Meredith, Mrg Ellen M. Henrotin and Mrs. Clara Doty Bacs, the work of the lady managers, the woman's branch of world's congress auxiliary and the children's building being the respective topics. Mr. W. T. Stead contributes an enthusiastic sketch of the personality and adventures of Frederick Scious, the African traveler and hunter-the greatest Nimrod, in fact, says Mr. Stead, that this world has ever seen. Eugene Richter's pamphlet on "How a Social Millennium Would Work," is a study of the conditions so seductively set forth by Bellamy, and viewed from the obverse side. It is a picture which persons inclined to socialistic views would do well to reflect upon. The illustrations of the Review are meant less for pictorial and decorative effect than for actual illustration of the text, and are a valuable feature. This issue contains, all told, about one hundred il lustrations. They pertain to the world's fair, to the navai review, to the flag raising on the Navesink Highlands, of April 25, and the casting of Liberty Bell on May I at Troy, to the reception in New York of Duke Veragua, the lineal descendant of Christopher Columbus; 40 Mr. Cleveland's various important appointees, including perhaps a dozen of the most important new foreign ministers and the principal com-missioners and chiefs of bureaus.

Harper for May is largely given up to descriptive articles on American subjects. Thomas Janvier contributes a chapter on "The Evolution of New York," the text and illustrations presenting a vivid picture of the old Dutch city Mrs. Candace Wheeler writes in eulogistic strain of the artistic features of the world's fair build ings. Henry Loomis Nelson has a study of some of the industrial, religious and political aspects of French-Canadian life in the province of Quebec. Julian Ralph writes of Colorado and its capital in his well-known Phillips Brooks are the subjects of biographical papers by Charles Eliot Norton and Rev. Arthur Brooks, respectively. A chapter of reminiscences by De Blowitz relates to the historical episode called the "French Scare of 1875." "Love's Labor's Lost," with comments by Lang, is de-lightfully illustrated by Abbey. The usual pro-portion of fiction and verse go to make up a very readable number.

Goldthwaites's Geographical Magazine supplies a want to readers of current literature who find need of renewing their knowledge of locations and of the phenomena and characteristics of the various countries of the earth. Unless the memory is constantly refreshed in this direction the geography of the world as it was laboriously impressed upon the mind carly school years soon The average man and average of intelligence are apt to be very uncertain about their knowledge of geography, and the value of a periodical which gives the latest information in an attractive way as a supplement to school study or daily reading is at once recogschool study or daily reading is at once recognized. Some of the topics considered in the March-April issue are, "A Year in Liberia," "National Park in the Olympic Mountains," "Up the Magdalena," "In the Bad Lands," "The Study of Geography," "A New Water Highway" and "How the Ocean Became Salt." No. 79 Nassau street, New York.

In the Cosmopolitan Harger Ragan follows "In the Footsteps of Dickens," and pleasantly de scribes the landmarks around which the novelist has thrown a perennial charm by embalming them in his stories. The article is well illustrated. Camille Flammarion continues his wierd tale, "The Last Days of the World." The horrors of Andersonville have often been described, those of Beile Isle less frequently, and Joseph C. Helm narrates some reminiscences of experiences there that are hardly less harrowing. H. H. Boyesen devotes a chapter to a consideration of Henrik Ibsen's poems. Elisha Gray describes his latest marvelous invention, the telautograph, which not only conveys the message but produces a facsimile of the author's manuscript. Among other contributions are: "The Pedagogical Val-ue of the Novel." "American Society in Paris." "Contemporary French Playwrights," and "English Postal Reformers."

Stamp collecting is a craze that attacks most boys at some stage in their career. Commonly it is of but brief duration, but, occasionally, the interest is sustained until the collector becomes an authority on the subject. Crawford Capen is a philatelist of much experience, and, in Wide Awake for May, offers a variety of information about stamps and their values. There are some contributions of historical and biographical interest-among the latter a paper on Coleridge-and the usual variety of entertaining fiction.

The frontispiece of the Magazine of Art for May is an original etching by Percy Robertson, representing a village scene. It has a softness and gradation of tone and an arrangement of light and shade which, together, make a very pleasing effect. A paper on British etching, a study of pictures at the English National Gallery, comments on recent illustrated volumes and "Temple Newsome and Its Art Collection" are features of the number. Cassell & Co., New

Dreadful Thought!

Cincinnati Enquirer. Can it be possible that Th-e Th-s and Pad-ski are advertising a p-r-t-c-lar pi-nof

World's Fair Excursions to Chicago Via Best Route-The Pennsylvania Lines.

Commencing April 25, World's Fair excursion tickets to Chicago will be sold from all ticket stations on the Pennsylvania Lines. Consistent reductions in fare will be made and sale of tickets will continue daily until Oct. 30, inclusive. Return coupons will be valid until Nov. 5. For detailed information apply to nearest ticket agent or address W. F. Brunner, district passen-

"Mrs. Winslow's Soothing Syrup" Has been used over fifty years by millions o mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays pain, cures wind colic, regulates the bowels, and is the best remedy for diarrhea, whether arising from teething or other causes. For sale by druggists in every part of the world. Be sure and ask for Mrs. Winslow's Soothing Syrup. 25c a bottle.

As infallibly as sunshine melts the snow, Hale's Honey of Horehound and Tar loosens the dryest cough, removes tightness of the chest, cures cold in the head, relieves broughitis and restores the tone of the respiratory organs. Sold by all druggists. Pike's Toothache Drops cure in one minute.

Neck Covered with Glandular Swellings. Scrofula. Ears Running. Suffered Terribly.

All Remedies Fail. Tries Cuticura. First Application Relieves. Complete

Cure in Three Weeks.

Two years ago I was poisoned in my hands. Then I took tetter. Then Erysipelas went to my head, face, ears and neck. My ears were swollen and running from the inside and outside. I could lie only on my back. My neck was covered with glandular swelling-scrofula. I suffered terribly. I began to use Cuticura Remedies. The first application relieved me very much and in three weeks my ears, head and face were well. Cuticura Remedies cured me when all other remedies failed, and I had despaired of ever being any better. I cannot be without them now, and shall recommend them to my suffering friends, for I do say that they are the most

MRS. LIZZIE HALL, Fairfield, Ill. Cuticura Remedies Have cured me of every form of eczema from which I was ailing, namely, sore eyes, weak back, sick stomach and nervous beadache. I was pronounced incurable by the doctors. I doctored for four years and kept getting worse, until I found the Cuticura Remedies which I believe have saved my life. I highly recommend them to all my friends. MISS CARRIE B. WHITE, Box 14, Mifflin, Iowa County, Wisconsin.

Cuticura Resolvent, the new blood and skin purifier and humor remedy, internally, cleanses the blood of all impurities, while Cutieura, the great skin cure, and Cuticura Soap, an exquisite skin purifier and beautifier, externally, clear the skin of every trace of disease.

Sold everywhere. Price, Cuticura, 50c; Soap, 25c; Resolvent, \$1. Prepared by the Potter Drug and Chemical Corporation, Boston. "How to Cure Skin Diseases," 64 pages, 50 illustrations, and testimonials, mailed free.

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Sarsaparilla Catarrh, Kidney Complaint, Heart

Failure, Liver Troubles. "I think it my duty to voluntarily tell what Hood's Sarsaparilla has done for myself and wife. Last spring my wife was in a very bad way with kidney complaint; felt

and could hardly get around the house. She began to take Hood's Sarsaparilla, and in one week she was improving. When she had

Miserable All the Time

taken but three bottles of Hood's Sarsaparilla she was cured of that dreadful disease. As for me, I was troubled with Catarrh, Heart Failure and Liver Complaint. Suffered so intensely that I Could Not Sleep at night, nor get any rest through the day. As soon as I lay down, my heart would beat so hard that I would have to get up. I had very

severe pains in the small of my back and noises in my head like a flock of black birds all singing at once. So you see I was hard up. I also experienced benefit from Hood's Sarsaparilla within a week after I began taking it. I have improved rapidly and can now sleep better than I have for a year, can eat and not bloat as I used to. We praise

Hood's Sarsaparilla for we think there is no medicine like it." HEN-RY C. and MARY E. RICHARDSON, Siloam, Madison County, N. Y.

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LIEBRICH-Louis J., at 12 p. m., April 30, aged twenty-eight years, four months and twenty-three days. Funeral Wednesday, May 3, from his father-in-law's residence, 654 North Tennessee st. Friends

HARDING-Mary E., at the home of her father, Laban Harding, five miles northwest of the city of Indianapolis, at 11:30 o'clock a. m., Monday, May 1, 1893. Funeral at the family residence, in Wayne township, at 2 o'clock p. m., Thursday, May 4, 1893. Friends invited.

SOCIETY MEETINGS. MASONIC-SPECIAL MEETINGS OF CENTER Lodge, No. 23, F. and A. M., in Claypool Block, We dnesday evening, at 7:30 o'clock: also, Thursday afternoon at 2 o'clock-work in the second degree-(six caudidates.) Visitors welcome.

H. S. BEISSENHERZ, Secretary. A NCIENT ACCEPTED SCOTTISH RITE-Annual meeting of Indianapolis Chapter of Rose Croix, this (Wednesday) evening, at 7:45 o'clock. Election of officers. B. K. ELLIOTT, 33°, M. W. Jos. W. SMITH, 33°, Secretary.

WANTED-MISCELLANEOUS WANTED-GOOD CLERK IN GROCERY store. 148 and 150 St. Mary street. WANTED-FIRST-CLASS PAPER-HANGERS. Steady work. EASTMAN, SCHLEICHER &

WANTED — HAVE YOUR CARPETS cleaned at Howard's. Carpets cleaned, disinfected and deodorized by new process. Telephone, 616, WANTED-SALESMEN TO SELL GOODS TO merchants by sample; \$100 a month for workers; samples and case furnished free; inclose stamp. MODEL MFG. CO., South Bend, Ind. WANTED-VISE HANDS. FIRST-CLASS men on heavy machine tool work. Good wages-steady employment. Apply immediately to THE NILES TOOL WORKS CO., Hamilton, Ohio. WANTED-SALESMAN-TO SELL A LINE of ladies' and gents' shoes that are a specialty to the retail trade. State age, experience and give references. Address CONSOLIDATED SHOE CO.

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